P 53/989-2

VFR TERMINAL AREA CHART

PHILADELPHIA

SCALE 1: 250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Topographic data corrected to June 1989

30 TH EDITION August 24, 1989
Includes airspace amendments effective July 27, 1989
and all other aeronautical data received by June 29, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for MARCH 8, 1990

PHILADELPHIA TERMINAL CONTROL AREA

See back of this chart for procedural
information within the Philadelphia Terminal Control Area (TCA)

70 Ceiling of TCA in hundreds of feet MSL
30 Floor of TCA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON PHILADELPHIA TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the colocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
GREATER WILMINGTON/ NEW CASTLE CO	WILMINGTON	0700-2300	123.95	126.0 305.4	
McGUIRE AFB		CONTINUOUS	270.1	119.8 255.6	ASR
MERCER CO	TRENTON	0600-2400	119.45	120.7 257.8	
NORTHEAST PHILA		0600-2300	121.15	126.9* 349.0	
PHILA INTL		CONTINUOUS	133.4	118.5 263.0	ASR
READING SPAATZ	READING	0600-2400	127.1	119.9 288.3	
NADC WARMINSTER		0900-1700 MON, TUE, THU, FRI 1500-2300 WED CLSD SAT, SUN & HOL		126.2 359.6	
NAS WILLOW GROVE		0700-2300	275.6	119.6 340.2	ASR/PAR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

PHILADELPHIA TCA	125.4 281.3 (RNWY 17/35) 128.4 343.6 (270°-089°) 126.6 307.2 (090°-269°)
McGUIRE AFB RADAR	120.25 363.8 (270°-090°) 127.5 259.3 (091°-269°) 120.0 318.2 (STAGE II)
NADC WARMINSTER RADAR	123.8 291.7
NAS WILLOW GROVE RADAR	123.8 291.7

SPECIAL USE AIRSPACE ON PHILADELPHIA TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-5001 A	FORT DIX, NJ	TO 4000	0600-2330 † 1 HR IN ADVANCE	ZNY CNTR
R-5001 B	FORT DIX, NJ	4000 TO 8000	CONTINUOUS SUNRISE FRI TO SUNSET SUN † 48 HRS IN ADVANCE	ZNY CNTR
A-220	McGUIRE AFB, NJ	TO 4500	0800-2200	McGUIRE RAPCON

6-29-89

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

C 55.416/11:

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

VFR TERMINAL AREA CHART
PHILADELPHIA

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

TOPOGRAPHICAL INFORMATION

ALL VFR DEPARTURES FROM PHILADELPHIA INTERNATIONAL SHOULD USE THE FREQUENCIES IN THE FOLLOWING ORDER:

1. ATIS 133.4
2. CLEARANCE DELIVERY 118.85
3. GROUND CONTROL 121.9
4. LOCAL CONTROL 118.5

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

P 53/989-2

VFR TERMINAL AREA CHART
PHILADELPHIA

SCALE 1: 250,000

Lambert Conformal Conic Projection Standard Parallels 33 and 45

Topographic data corrected to June 1989

30TH EDITION August 24, 1989

Includes airspace amendments effective July 27, 1989 and all other aeronautical data received by June 29, 1989

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for MARCH 8, 1990

PHILADELPHIA TERMINAL CONTROL AREA

See back of this chart for procedural information within the Philadelphia Terminal Control Area (TCA)

70/30 Ceiling of TCA in hundreds of feet MSL

Floor of TCA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON PHILADELPHIA TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining column, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency denoted to the associated full-time FSS for use as Automated Flight Service Station (AFSS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are normal arriving frequencies; all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
GREATER WILMINGTON NEW CASTLE CO	WILMINGTON	0700-2300	123.95	126.0 305.4	
MCGUIRE AFB		CONTINUOUS	270.1	119.8 255.6	ASR
MERCER CO	TRENTON	0600-2400	119.45	120.7 257.8	
NORTHEAST PHILA		0600-2300	121.15	126.9* 349.0	
PHILA INTL		CONTINUOUS	133.4	118.5 263.0	ASR
READING SPAATC	READING	0600-2400	127.1	119.6 288.3	
NADC WARMINSTER		0900-1700 MON, TUE, THU, FRI; 1500-2300 WED; 0130 SAT, SUN & HOL		126.2 359.6	
NAS WILLOW GROVE		0700-2300	275.6	119.6 340.2	ASR/PAR

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

PHILADELPHIA TCA	125.4 28.7 SWANY 77.35; 126.4 342.6 270° 28.6; 307.2 090° 269
MCGUIRE AFB RADAR	120.8 338.2 (NW); 120.8 316.2 (SW); 120.8 338.2 STAGE II
NADC WARMINSTER RADAR	123.8 291.7
NAS WILLOW GROVE RADAR	123.8 291.7

SPECIAL USE AIRSPACE ON PHILADELPHIA TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
Contact FSS for information.
*Other time by NOTAM; contact FSS.

The word "TO" on altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

U.S. P-PROHIBITED; R-RESTRICTED; A-ALERT; W-WARNING; MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-5001 A	FORT DIX, NJ	TO 4000	0600-2330 1 HR IN ADVANCE	ZNY CNTR
R-5001 B	FORT DIX, NJ	4000 TO 8000	CONTINUOUS SUNRISE FRI TO SUNSET SUN 1 HR IRS IN ADVANCE	ZNY CNTR
A-220	MCGUIRE AFB, NJ	TO 4500	0800-2200	MCGUIRE RAPCON

6-29-89

C 55.416/11:

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd, Rockville, MD 20852 or call toll-free 800-626-3677.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

PHILADELPHIA

best copy available

PHILADELPHIA TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE. – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the Philadelphia TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the Philadelphia Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.